The Naval Victory of the Chileans.

Details and Official Reports of the Affair at Abtao.

Official Account by the Allied Commander.

leport of Commander Juan Williams, the Here of the Covadenga Affair.

Rejoicings in Lima Over the Victory.

IMPROVING THE DEFENCES OF CALLAD.

THE GOLD MINE EXCITEMENT.

Gen. Mosquera, President of Colombia. Not at Ilis Post.

## THE NAVAL BATTLE.

r anchorage on account of repairs which were de upon their machinery. Only the corvette the gunboat Covadonga were in a condition to freely. So far all was favorable to the manouvre freely. So far all was favorable to the Spaniards, yet they committed the mistake of placing themselves at a distance which prevented their own shot from reaching the enemy with effect, but which did not prevent the efficiency of the superior guns of the America and Union. Had they moved in and engaged the alities at short rauge, it is not improbable that they would have captured or destroyed both the Apurimac and America. As it was, they retired without gaining any advantage, having suffered more serious injuries than the atties, whom they left in possession of the field. The killed and wounded of the Spanish vessels are estimated as forty, while thelicans of the allies is givenjut two killed and one or two wounded. The latter, therefore, justly claim the victory—a victory, however, does not be superior courage or skill, but to superiority of agreement and to the fortunate circumstance that, through ignorance of the tree condition of affairs, the enemy failed to press his advantage. This fam real courses will prove instructive to both parties, warning the one nove to be off quard, and the other to move in airconger force. But as to who is to win the feature victories remains to be seen.

On the 17th of February the iron-clad Numancia and

and Union. Had they moved in and engaged the alties at heart range, it is not improbable that they would have captered or destroyed both the Apprinance and America. As it was, they retired without gaining any advantage, having suffered more serious injures than the action, which they led it is possession of the fold. The kilded and wounded of the Spatish vession are estimated and one or two wounded. The latter, there has proved the control of the contr

Bestlets.

Bertists by the compagnment, charring that the America and and any the compagnment, charring that the America and and any I went up to too for just the terring cable here agreement to the terring cable here agreement to the terring cable here partition was a superficient to the compagnment of the terring cable the compagnment of the terring cable the compagnment of the frequent but having partition and the compagnment of the four the compagnment of the four the compagnment of the four the compagnment of the compagnment the compagnment the compagnment to the compagnment to the compagnment to the compagnment that the compagnment the compagnment to the compagnment that the compagnme

Only two American merchant vessels are at present in he bay of Calson—the Sunbeam and Shanrock. On the The Of Pebruary arrived the Guardian, Captain H. Searson, B. T. Metralf and others owners, New York, the captain represented to the authorities of the post and the had come in ballast direct from Montevideo in firy-oight days. His cearance from Montevideo also merted that he left in ballast. But subsequent incestigation revealed the fact that she left Montevideo closered that he left in ballast and that, instead of preceding direct to Calha in fifty-eight days, whe had been ghty-five days on her passage and had delivered to the passage was not been and the complete of the passage of meas. Having accomplished this profitable troke of business she coolly came to Callao to fulfill her barder by taking a carge of guano for the government measuresh as these was no declaration of war between two and Spain at the time the vessel left Montevideo, be offence committed was one against Chile rather than passage. Feet. Accordingly after a temporary detention he was allowed to proceed to the Chinchas for her carge.

The Pacific Mair Steamship Company's steamship Seramento arrived at six A & with two hundred and thirty-eight through passengers from San Francisco and sixty-one for the Barbacous minas. Among the passengers are Admiral Pearson and a versi officers of the Langers are Admiral Pearson and a versi officers of the Langers are Admiral Pearson and a versi officers of the Langers are Admiral Pearson and a versi officers of the Langers are Admiral Pearson and a versi officers of the Langers and the control of the c

# NEW JERSEY RAILROAD STATISTICS.

Our Trenton Correspondence.

3	CENTRAL BAILBOAD CHEFANY OF PER PERSON.
•	Passengers
3	Cont. 1,200,000
3	Mail express, reats, &c 60,850
3	
3	Elice run by passenger trains
4	Miles run by merchandles trains
а	Miles run by coal trains
3	Total by transportation trains 1,056,868
а	Total by transportation trains
•	Miles run by grand and construction trains 120,690
3	Total miles run by trains
7	Number of passengers carried
	MELATARE AND RAMPANCAMAL COMPANY AND CAMBER AND
	AMBOT RAMADAD AND TRANSPORTATION COMPANY. The receipts of the Delaware and Raritan Canal Company for tweeve menths, ending December 81, 1866. 81, 128, 007
3	The receipts of the Delaware and Raritan Canal Company
3	Expenses
a	
ı	Current, not
	road and Transportation Company for the
4	twelve months ending December 31, 1866 95,146,680
ı	E-peuses 6,264,725
п	Current, net 8891,924
	TATELON AND DESCRIPTION OF THE PARTY OF THE
•	Receipts for the year from passengers, freight, mails, &c
	MORRIS AND BONES RAILBOAD COMPANY.
٠	Income from passengers, freight and other sources dur-
•	Ing the year:— From passengers
3	From freight
9	From mails and other sources
	Total
3	There have been transported over the road during the
a	year 1,625,666 persons, exclusive of commuters and
3	MORTHER BAILBOAD COMPANY OF SHY ARREST
1	Earnings for the year ending Sept. 30, 1865:
	From passengers
	From mails, express, &c
	Passengers carried
400	Vestell carried tons

161,170

NEW JERSEY POLITICS.

More About the United States Senatorship.

Interesting Piece of Political History.

Mr. Scovel's Position and Antecedents Fully Explained.

HE IS READY TO GO INTO AN ELECTION.

Wants to Know the Man to be Selected.

President Johnson's Party Defined to be the Union Party.

Brief Sketches of the Several Candidates for the Senatorship.

THENTON, March 31, 1866. ure and the absence from the city at their homes

scribe the other rule that the ceeded in being elected no protest would ever have been entered against it, and the radicals in the Senate of the

ceeded in being elected no protest would ever have been entered against it, and the radicals in the Senate of the Congress of the United States would never have ejected him for the reasons that they gave for their conduct against Mr. Stockton.

Mr. Stockton.

Mr. Stockton.

Mr. Scoven has always been a strong supporter of the Union. During the darkest days of the rebellion, when some "strong" men were weak and others grew very shaky, no man was more uncessing in his efforts to support the government than he was, and he does not now think that the radicals in Congress have any right to de that under the guine of legislation which the rebels in arms failed in accomplishing, and he fesis that in pursuing the course he has adopted he is acting for the best interests of the American people and of the country at larve. He supports Mr. Stockton because he knows that Mr. Stockton has proved himself a conservative man and willing to support a wise policy for preserving the lasting unity of those States and the policy of Andrew Johnson to reach such a consummation.

Originally Mr. Stock was a democrat. (He said in the Stockton has proved was a democrat. He said in the Stockton beaven in this to be an homest men.) He is a lawyer, as we estated on a previous occasion, by preferably with the iradicals of the Stockton, like an homest man he joined that party (the republican) which was then the only one believed sound on the Union question. As soon as he joined the republicans they helped him up into prominence and then found they could not be crushed; and while they even destread to use from B. He was the nearly which goes in for saving, not destroit, for he would not be crushed; and while they even destread to ruin him and in no was liked him, still he proved too strong and too sharp for them, and he even compelled them to vote for him. Now, having found that the party—the republican party—the which it professed at the commencement of the Southern rebullon, he has to a great extent cut loss from B, and expressed them to vot

Rimister to Rome under the Pierce administration. He is a lawyer by profession, and was admitted to the bar at the April term of the Supreme Court of New Jersey, in 1847.

Aler, G. Cattell (re-publican) is a resident of Camden. He is quite a wealthy man, and is at present President of the Corn Exchange lank of Philadelphia. All his business and social relations are in the Quaker City. He has lived in New Jersey a long time, and was a member from Raiem county of the convention which formed the New Jersey constitution of 1844.

John C. Ten Erck is a lawyer by profession. His residence is Rount Holly, where he has irred a long time. He was six years in the United States Senate, and it was to fill his place Mr. Stockton was sent to Congress.

Richard S. Pield is a prominent lawyer of this state. He was appointed under Ger. Other to fill the vasancy caused in the United States Senate by the death of Hon. John R. Thompson. During the few months that he held that position he made a calculate by the death of Hon. John R. Thompson. During the few months that he held that position he made a calculated speech austaining Pracident Lincoln's suspension of the writ of habese corpora, and as a reward for which he was given the position previously held by Jodge Dicticraton on the heach of the United States District Court of New Jersey, and which position he holds new.

John Van Dyke is also a prominent lawyer of this State. He has just rotted from a full term on Judge of the Suprema Court of the State. He was a member of the State. He has put rotted from a full term on Judge of the Suprema Court of the State. He was a member of the United States District Court of New Jersey, and which position by R. Gengory, Ec. 1s a wealthy gentleman, and is well known as an old resident of he make it has remarked to the suprema Court of the State. He was a member of Patenta under Filimore, and of case time a member of congress.

### ARMY BULLETIN.

Major General G. M. Dodge, United States Volunteers, to take effect May 30, 1866.
Brevet Major J. Fulmer, Captain Fifteenth United States infantry, from March 28.
Brevet Captain D. Hazzard, First Lieutenant Eleventh United States infantry, to take affect May 28.
Brevet Captain William Egan, First Lieutenant Second United States artillery, from March 28.

DISCONTINUED.

The superintendency of the recruiting seventeenth United States infantry.

ORDERED BROKEN UP.

Brevet Brigadier General E. M. Gregory, Colonel Brevet Brigadier General E. M. Gregory, Colonel Sistant Commissioner of the Freedmen's Bureau, Texas. The Commissioner takes this occasion to commend General Gregory for the marked energy and ability with which he has d scharged his duties as Assistant Commissioner. The new duties to which he is assigned are deemed at present of paramount importance.

Brevet Major General J. B. Kidnos, Colonel Twenty-cond United States colored troops, to duty as Assistant Commissioner of the Freedura's Bureau for Texas, with headquarters at Galveston.

PROMOTED—MARCH 24.
Acting Assistant Surgeon John K Pare

Josiah B. Aiken, an acting honowain.
John A. Frank, of Washington, D. C., an acting the
melecant engineer, and ordered to steamer Mantonessa. Purgeon James Laws, of steamer Strange Acting Energy James Jordan, of steamer

HONORABLY DISCHARGED—MARCH 24.
Acting Ensign William Wegner, from December 6 les

The magnificent gunboat Quinnobaug was successfully aunched at half-past nine yesterday morning from the

Two large hawary were led from the bow of the vessel to the wharf to check the speed of the vessel; but although those were of a very heavy kind, when they reached their utmost tension they paried and carried away the splies to which they were attached. The vessel was soon checket, however, and the attachment, lying in readiness, took her in tow and brought her to the quay. As the vessel entered her watery element Leutenant D. B. Harmony christened her by breaking a bottle filled with water at her stem, at the mane tune pronouncing her hame.

The Quinnebang was designed and constructed by R. P. Desano, Esq., naval constructor, who has a world-who reputation for the many superior naval vessels he has constructed. The frame of the Quinnebang was raised in October, 1864. Her length between perpendiculars is two hundred and sixtons feet, entreme beam thirty feet one inch, depth of hold from threat-fine is gus decitalities feet three and one-half inches. She is constructed of live ook, is five hundred and thirty soutons, new measurement, and is pierced for ten guns the vessels he has also a trust er peop decit cit, thirty-cit, feet length todinaity from rait to rait. She has plenty of long and six feet nine inches between decha. She has also a trust er peop decit cit, thirty-cit, feet length todinaity from rait to rait. She has plenty of long and six feet nine inches between decks and raised about five feet above the gus decit. The forecastle is short stry fact long and expedite commodating a large number of men. The vessels will be class. The vessel will be being rigged.

In requed to the engines of the Quinnebang this case he accommodating a large number of men. The vessels of the design and constructed by a Ragius from the Navy Department were having machinery on the Quinnebang ware necessarily the machinery for the Quinnebang ware ordered from the quiented and constructed by an Ragius from the present of the officers of the Quinnebang are of the class known in Region as the Humphrey & Tenant style, pronounced by